

W. Patapsco Avenue Rehabilitation From Magnolia Ave. to Potee St.

February 23, 2021



W. Patapsco Avenue Virtual Public Outreach Meeting

DOT will be presenting two design alternatives for the improvement of W. Patapsco Avenue. This 1.5 mile project extends from Magnolia Avenue to Potee Street which includes improvements to accommodate pedestrians and bicyclists by reducing the number of travel lanes for motorists. This project also includes drainage work by DPW and access improvements by MTA to their light rail station. Please plan to join us for this informational session and to give your input.

Virtual Meeting: **Webex**

- Tuesday, February 23, 2021
6:00 pm
- Link: <https://bmore.webex.com/bmore/j.php?MTID=mc1b020a836402286354375f7a0e6006c>
- Join by meeting number
Meeting number (access code): 179 005 5827
Meeting password: AnVdZKjc343
- Tap to join from a mobile device (attendees only)
+1-408-418-9388,,1790055827## United States Toll



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Flyer



BALTIMORE CITY



DEPARTMENT OF TRANSPORTATION



W. Patapsco Avenue
Virtual Public Outreach
Meeting



Overview

- 2nd Public Outreach
- **Will be recorded!**
- Introduction by Sandra Matier, Baltimore DOT
- Presentation by Michael Wilmore, Baltimore DOT
- Q&A
- Public Comments
- Next Steps



Presentation Goals

Enable Project Stakeholders to Know

- Where
- Why
- What
- When
- How (2 Alternatives)
- To Be Heard



W. Patapsco Avenue Rehabilitation

Contract No. TR19307



Purpose and Need

- Rehabilitate the deteriorated roadway pavement
- Accommodate Non-Motorist
 - *Pedestrians (Not currently accommodated)*
 - *Bicyclists (Masterplan)*
- Leverage Other Agency's Improvements



W. Patapsco Avenue

Existing Conditions



W. Patapsco Avenue

Existing Conditions



W. Patapsco Avenue

Existing Conditions



W. Patapsco Avenue

Existing Conditions



W. Patapsco Avenue

Existing Conditions



W. Patapsco Avenue Bus Stop



W. Patapsco Avenue Drainage Problems



W. Patapsco Avenue Light Rail Station Entrance



Project Elements

- Roadway
 - *Concrete pavement rehabilitation (constructed in early 60s)*
 - *Repairs: curbs, streetlights, inlets, guardrails, etc*
 - *New pedestrian lights in commercial area*
 - *New signing and pavement markings*
 - *Modify traffic signal at light rail station*
- Accommodate pedestrians and bicyclists
 - *Protected Shared-Use Path ("SUP")*
 - *By lane reductions*
 - *Continues across bridge*
- 3rd Party Coordination
 - *DPW-New Drainage System*
 - *MTA - New pedestrian bridge*

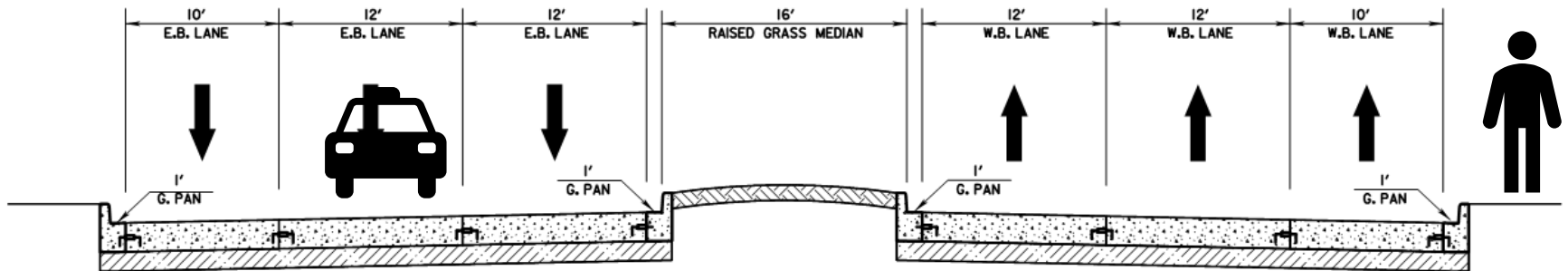


Roadway Repurposing

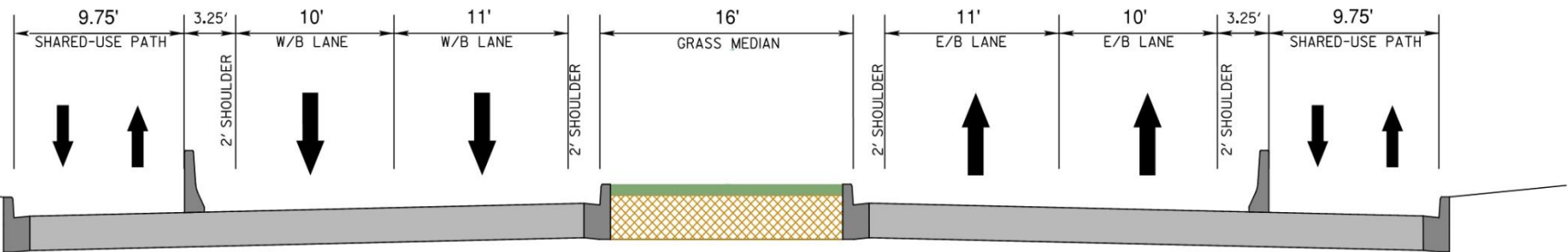
- Cannot Widen
 - *Lack available Right-of-way*
 - *Funding*
 - *Environmental*
- Don't Need to Widen *Roadway overcapacity!*
- 2 Alternative Visions Being Considered
 - *4 Lane and 2 Paths*
 - *3 Lane, One Path, and Wider Median*



Existing Roadway



Concept Alternative 4 Lane – 2 Path

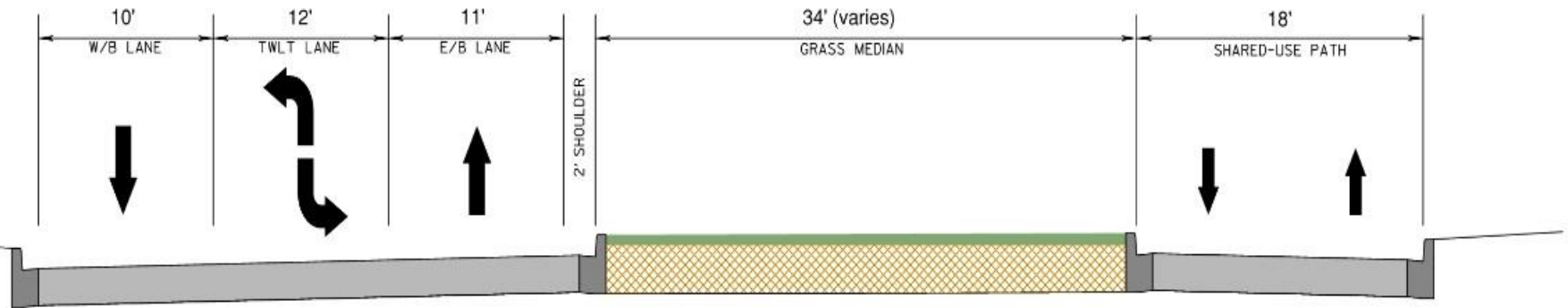


W. Patapsco Avenue



Concept Alternative

3 Lane, One Path, and Wider Median

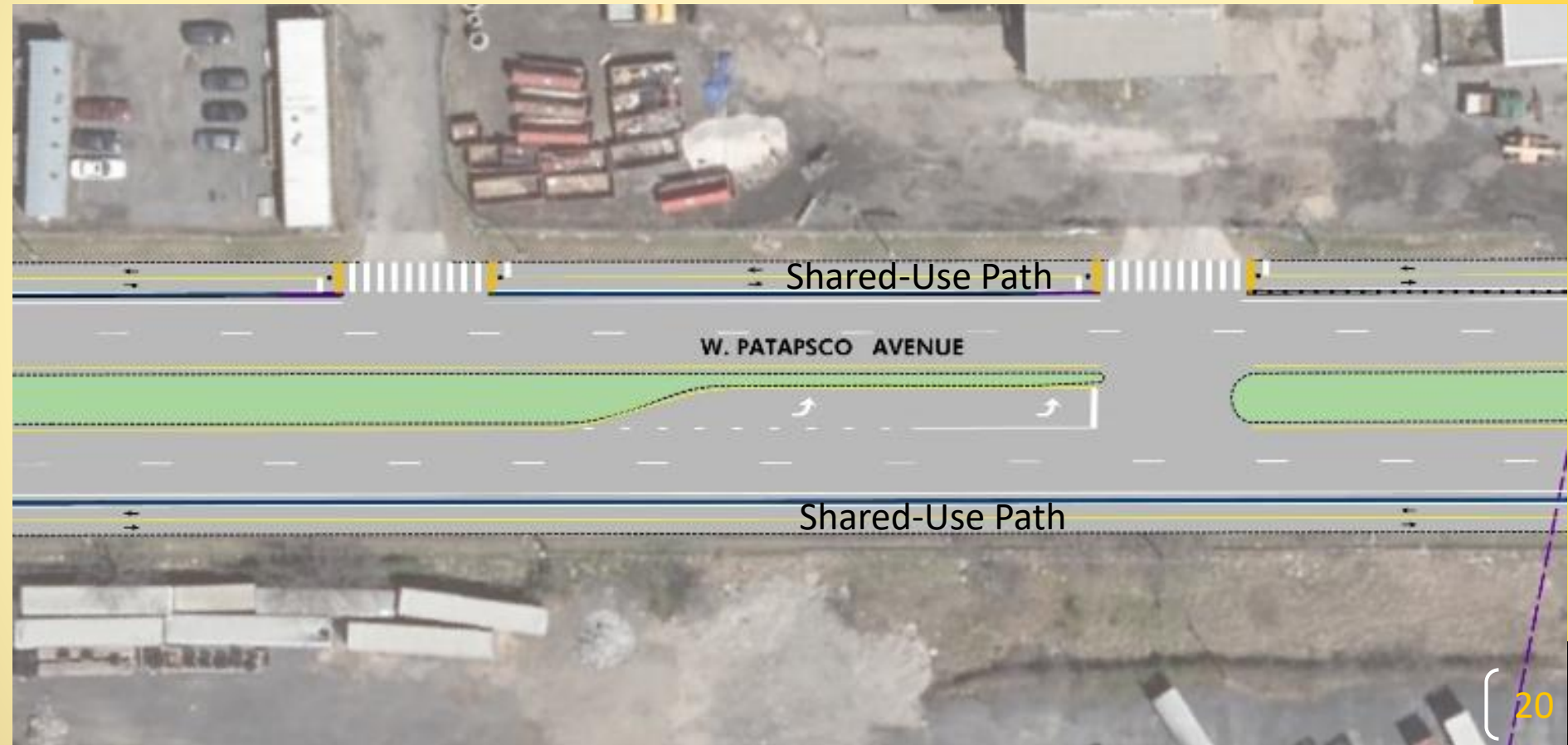


W. Patapsco Avenue

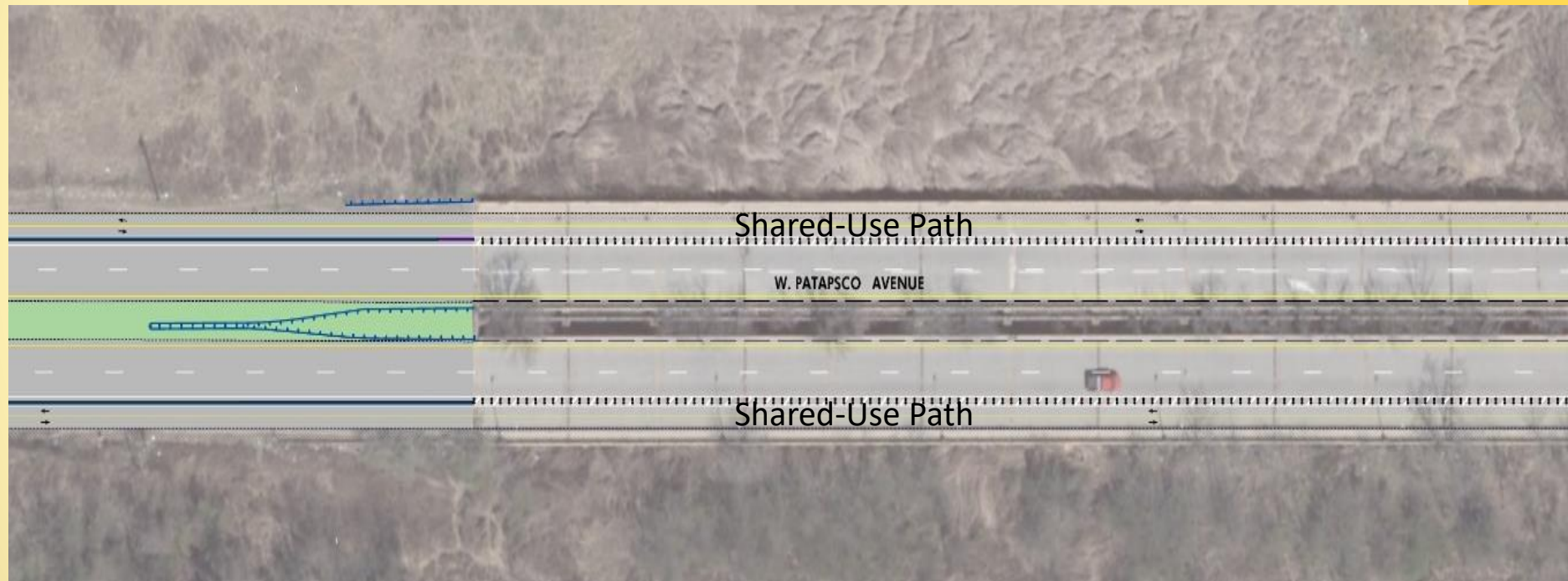
Facing East – South is on the right



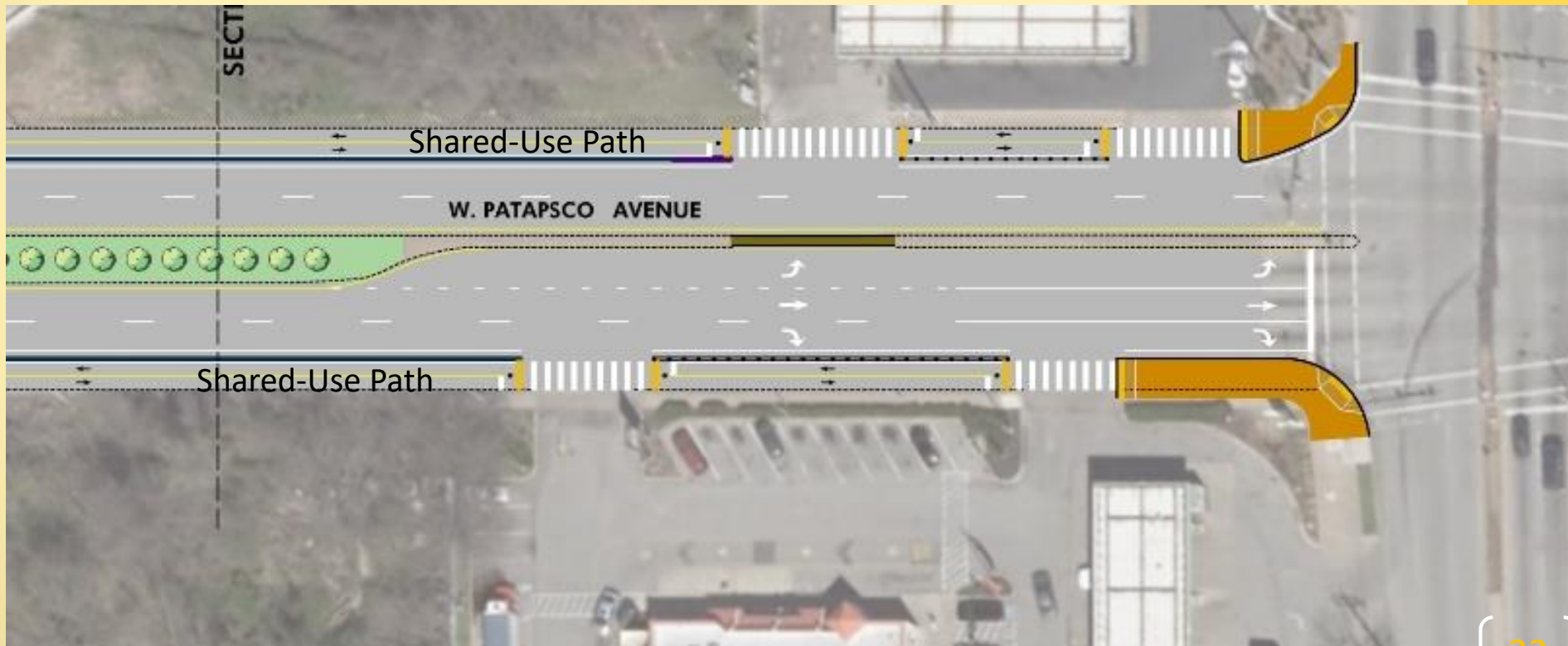
Concept Alternative 4 Lane – 2 Path



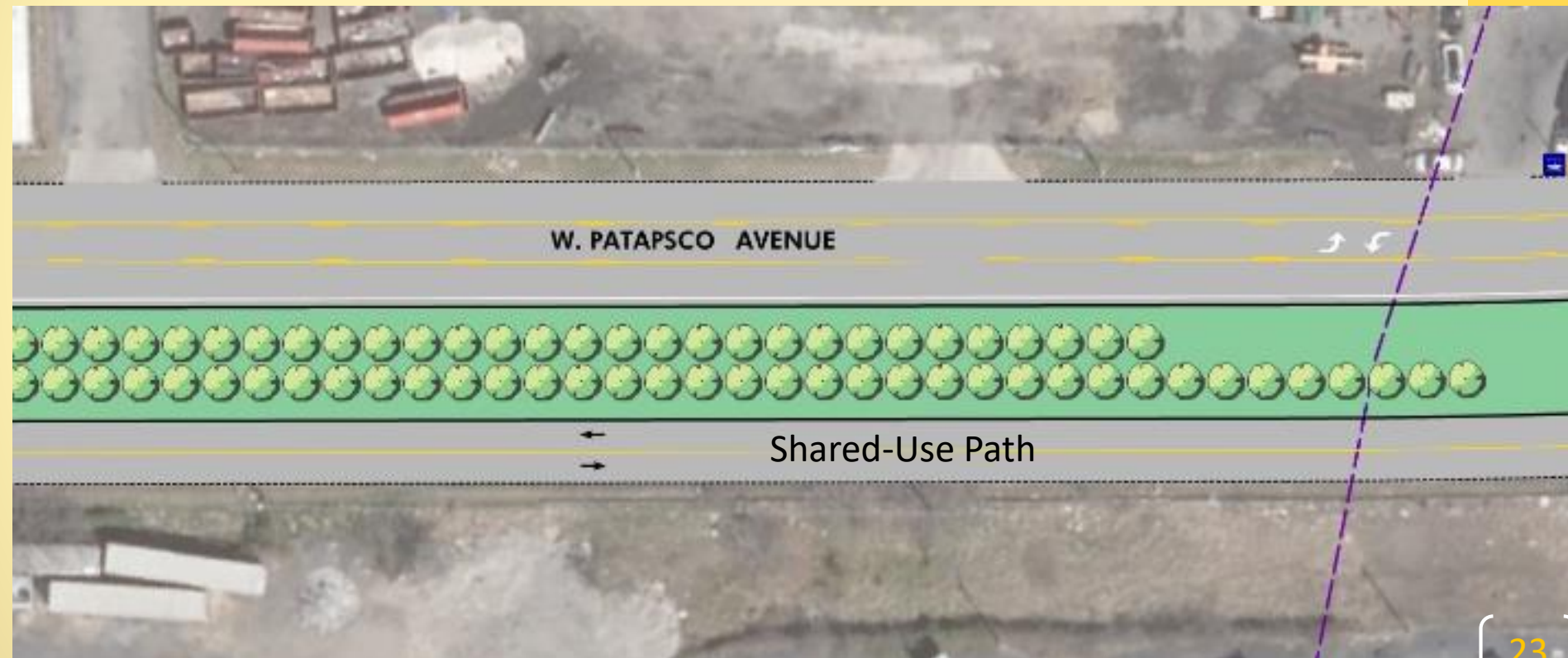
Concept Alternative 4 Lane – 2 Path up to Bridge



Concept Alternative 4 Lane – 2 Path at Potee St.

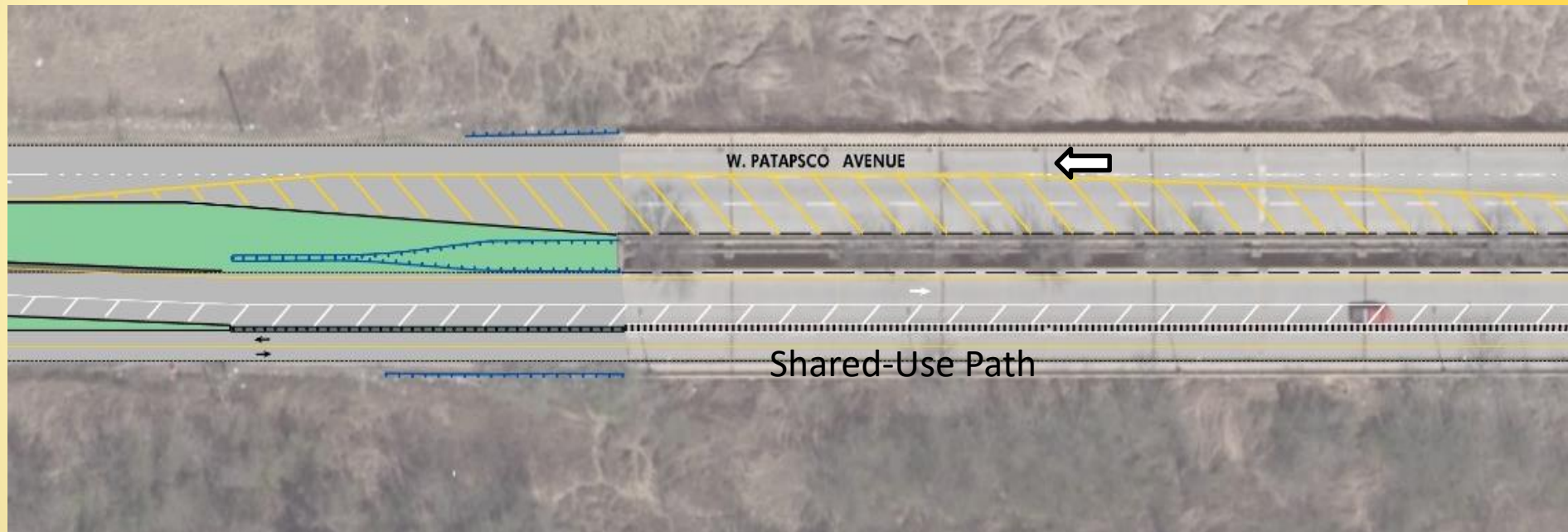


Concept Alternative 3 Lane, One Path, and Wider Median



Concept Alternative

3 Lane, One Path, and Wider Median at Bridge



Concept Alternative

3 Lane, One Path, and Wider Median at Potee St.



Three Lanes at Potee become one lane by bridge

4 Lane – 2 Path Alternative

Advantages	Disadvantages
Traffic analysis is not required	Narrow buffer between the SUP and vehicles
Two-way vehicular traffic is separated by wide medians	Numerous openings in concrete barrier (due to intersections and access points) with end treatments can be dangerous for motorists
Concrete barrier provides structural protection for pedestrians	Several sections of narrow monolithic concrete median between the SUP and vehicles
Easier to construct than other alternative; simpler project	Less automotive separation for pedestrians than other alternative on the Patapsco Avenue Bridge
Little or no environmental impact during construction	Costly end treatment replacements when impacted by vehicles
Allows for decorative painting on the SUP side of the concrete barriers for artwork	Only two-foot buffer from edge of travel way to concrete barrier
Motorists can go around busses at the bus stops	Larger storm drain needed than other alternative for DPW's project
The outside travel lanes are sacrificed for the SUPs as DOT desires	Likely more expensive than other alternative

3 Lane, One Path, and Wider Median Alternative

Advantages	Disadvantages
Wider median buffer better shelters peds and bikers	The two-way shared left turn lane is not as safe for motorists as the other alternative
More cost effective than other alternative	Traffic study may be needed to verify the reduction from six lanes to three lanes will still meet traffic demands at an acceptable level of service
Safer than other alternative on the Patapsco Avenue Bridge	A traffic study could impact the project schedule
Increased green space: runoff reduction, SWM benefits, potential SWM credits i.e. 'Environmental'	Project limit of work extends westward to drop two EB lanes before Magnolia Avenue
The street typology would encourage lower vehicle travel speeds than other alternative	More complicated project than other alternative
Wider SUP than other alternative	Adding travel lanes back in the future would be very costly
Smaller storm drain needed for DPW's project	Motorists behind busses can't <u>legally</u> go around busses at the bus stops
W. Patapsco Avenue would be transformed into a Parkway	More landscaping maintenance due to wider green medians

Construction Cost

- Preliminary Cost Estimates → \$10M to \$12.5M
- This project is federally funded and administered by the Maryland State Highway Administration.



Process and Project Schedule (Tentative)

- 1st Community Meeting held on Nov. 29, 2018 for feedback and scope development
- Concept, Design, Review & Approval Phase
 - *Spring 2020 - Summer 2022 (numerous design submittals)*
 - *Includes future Community Meetings*
- Advertise Project for Construction → Fall 2022
- Construction Begins → Spring 2023
- Construction Phase → 1-2 years



Construction Phase Pledges

- Access to all properties will be maintained
- One travel lane in each direction will be maintained
- MTA Access will be maintained
 - *To the light rail station*
 - *All bus stops will be maintained*
 - *Some locations may be adjusted*
 - *Existing bus routes will continue on schedule*
- Construction hours 9:00 a.m – 3:00 p.m M-F (typically)



Project Challenges

- Project Cost
- New Drainage System
- Environmental Permits (tidal floodplain, critical areas)
- Implement Complete Streets
- Federal Aid Process (longer)
- Concept Alternative Consensus (no traditional planning phase)
- Maintain Lane Lines at Concrete Joints
- Multi-Agency Project (DOT and DPW)
- Sight Distance Issues (impacts landscaping)
- Coordination with MTA Pedestrian Bridge Project



City of Baltimore DOT Contacts

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Community Liaison

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Thank You

- Thank you for attending
- Baltimore City (and others) wants to invest in W Patapsco Avenue
- We are here to present and listen
- No decisions have been made for the alternative selection
- This is your neighborhood, your Avenue, your City
- Strong Community partnerships to promote a successful project



Community Feedback and Questions

Now :
Speak Up



Later (up to March 3)
Contact Sandra
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